

M Travel O Roads T Hotels O Racing R NOVELTIES N Legislation E Market W Gossip S

AUTO BILLS NOW IN HANDS OF GOV. WHITMAN

Jitney Has No Chance in the Empire State for Another Year.

MOTOR CYCLERS TO PAY \$2 LICENSE FEE

Hewitt Bill, Increasing Fees on Commercial Vehicles, Also with the Governor.

Legislators residing in New York State, who have the signature New York City and state trade associations for saving them an additional tax of more than \$100,000 in 1915. If the Sullivan-Hewitt bill had passed the Legislature and been signed, pleasure car owners would have been compelled to pay just double the present registration fees and commercial car owners would have been taxed so excessively the cost would have driven many of them out of business.

The state revenue would have been increased from \$1,800,000 to nearly \$2,000,000. When this measure came up the state and city trade associations, operating through automobile makers and their agents, hurried such a storm of letters upon the lawmakers that the proposed law was put under the table almost from its introduction.

There are, however, two laws, left for the signature of the Governor, which are of interest to automobile owners. One of them is the Hewitt bill, providing for the registration of pleasure cars and increased fees for the registration of commercial vehicles. Pleasure cars are not included in this law.

It is a "state revenue getter," and the lawmakers may sign it, unless a law which has been called to its attention is strong enough to draw a veto. It is estimated that the 20,000 motor vehicles registered in the state would add to the revenue of the state approximately \$1,000,000. The increased taxation on commercial cars would also increase the state revenue materially.

The rate would be \$5 for trucks of less than 25 horsepower, \$10 for trucks between 25 and 35 horsepower, \$15 for trucks between 35 and 50 horsepower, and \$20 for trucks of more than 50 horsepower. But it appears there is to be no change in the law providing for the registration of pleasure cars.

The opponents of the law hope the Governor will consider this sufficient grounds for a veto. Under a test the state might, in the long run, lose more than it would gain on the license fee for motor cycles and the increased fees for trucks.

Another law, left with the Governor, is the Thompson law, relating to jitneys. Jitneys from Rochester made a raid on the Governor at a hearing last Thursday, and, as stated by Secretary Stewart of the New York City Trade Association, called his attention to the fact that the Thompson bill provides that any jitney bus line must conform to the street railway regulations, embracing a tax on each vehicle and the cost of keeping the streets in repair and free from snow and ice.

No self-sustaining jitney line could be run on this basis. The result will be, if the Governor signs the bill, an attempt on the part of some large corporations to run one or more bus lines in New York and possibly other large cities of the state, but the individual jitney operator will have no show to get in.

On the other hand, should the Governor veto the bill, the jitney puzzle will remain unsolved for another year at least, and the free jitney way will continue to do the best for an under-couping town and city ordinances.

There would be little chance for the jitney to get into New York City, where it would have to first obtain a city franchise.

Get Your Touring Tips for Decoration Day Now

Tribune readers who are planning motor trips for May 30, which falls on Sunday, offering an extra day on Saturday or Sunday, should ask The Tribune for their touring information zone. Many hotels will be open, and the trip will doubtless mark the opening of the much predicted big touring season, which every Christian hotelkeeper is trying to make a notable touring year, no doubt. If you take a friendly tip you will stick to the best roads and beat hotels. Many a motor trip is spoiled by planning ahead. Know where you are going before you go, and then go there. To start off haphazard and stop where you happen to land at night is a fool's journey.

Tribune Motorist Service.

Touring Information.

The New York Tribune Automobile Editor will give his personal attention to inquiries from all Tribune readers regarding touring information. Those wishing to avail themselves of this service may write or telephone. Telephone number, 3000 Beekman.

Buyers' Guide.

The Tribune will also give advice and information to those who are in the market for both new and used cars. By writing or telephoning to The Tribune you can learn the market price of practically every new or used car; what new cars are in the market, arranged for the convenience of buyers according to list price; what used cars have been selling for; makers represented in New York; factories out of existence; where parts for "orphan" cars may be purchased, etc. In some cases the date of manufacture can be given if the owner or prospective purchaser furnishes the motor or car number of the car in question.

Insurance Questions.

Automobile insurance questions will be answered in The Tribune, by L. T. Hollister, an expert on this subject, who will advise those considering insurance.

Mechanical Questions.

Mechanical problems will be discussed in The Tribune, provided they are of sufficient interest to automobile owners generally.

Tourist Hotel Information.

Special attention will be paid to tourists wishing information about the best hotels on specific tours or houses within the popular touring grounds of America.

The Automobile Editor, in brief, will be at the service of all Tribune readers who own cars or are interested in motoring.

CLOSED CAR FOR TOURING

Ideal All-Purpose Motor to Have Convertible Top.

In the summer of 1908 some enthusiastic motorists were sitting on the veranda of the Mount Washington at Bretton Woods, when one of the crowd chanced the remark that the ultimate and ideal touring car would be closed and that the tourist would run about a hundred miles a day on the average.

Seizing him boldly, they carried him out to the big spring and poured a bucket of cold water on his head. But what he predicted has come true. Now you hear experienced tourists say: "My next car will be either of the landaulet type or have a convertible top."

The man who is buying his first car this year may not believe the convertible is important, but it is. Ask the woman who owns one.

The way a woman feels after a day's touring has a lot to do with this whole proposition of motor travel. In the landaulet or under the convertible top she is protected from the wind, sun, dust and rain. It is also a fact that the driver of a closed car takes the road easier, and this adds to the comfort of the passengers.

In line with this suggestion about getting an all-weather-all-purpose car, would recommend that you look at the Kessel Kar, which has a top right up to date and it is a mighty slick, practical affair.

LOOK FOR SIGNS OF GOOD SERVICE

All Economy in Fuel May Be Lost on One Excessive Repair Bill.

The amount of gas and oil a car will consume per mile and whether or not a car is hard on tires are important things to consider in buying. You should not forget, however, that all you may be on fuel may be offset by one repair bill.

The service you can get from the agent of the car is far more important than fuel cost. Have a look into an agent's service before you buy. He may not know how to run such a plant. His overhead may be so enormous he is compelled to charge you excessively for labor on your car.

An agent may be a good salesman and a very poor service man. Manufacturers are awakening to the importance of service, but quite a number of their agents are intentionally slacking on this point.

In the large cities a few of the leading makers have found that they can give their car owners better service through a factory branch than through an agent. In consequence, numerous excellent agents, from a standpoint of quantity selling, have lost their agencies because they refused to give the proper attention to their service side and used car departments.

This is not to say, however, that all agents give the customer poor service. There are in New York, Philadelphia, Boston, Chicago and other large cities agents of agents who are taking better care of their owners than the makers of the cars could. These may be winning out from both factory end and in the matter of satisfaction to users.

When buying, look for the "Sign of Service." The Cornelian, in addition to this, has some really new features. The seats are suspended in a novel fashion, making the car, the literature says, "the easiest rider of them all."

It has wire wheels and the specifications are up to date, with the exception of electric lighting and starting, which is not all-important in a car of this low cost.

Mr. Fisk says he is going after the Indianapolis race and expects at least a favorable position at the finish. The makers are Blood Brothers Machine Company. Mr. Fisk's address is 310 Liberty Street, New York. He says they are shipping to agents now.

Franklin Cars Average 32.1 Miles on Gallon Test

The Franklin factory announces that the grand average of 137 cars participating in all parts of the country, in the annual May 1 one gallon gas test was 32.1 miles. The New Haven, Conn., agent reported the highest mileage, 35 miles on one gallon. Professors Lockwood and Prentice, of Yale, were the observers. Only six cylinder Franklins were used in the test. The body prize went to Old City, Penn.

HOME COOKING FOR TOURISTS

St. Louis Man Has Plan to Feed Motorists for One Dollar.

BLUE RIBBON FLAG TO MEAN "EATS WITHIN"

Would Materially Reduce the Present High Cost of Motor Travel.

There is always something cheery about a new thought, though it may be crazy. N. S. Wood, real estate dealer in St. Louis, Mo., sends out, through the Marmon Company, a capital idea. It favors of good things to eat for every motor tourist everywhere. It makes us hungry to get down to the farmer's table and break into his wife's great closet of homespun jam.

Mr. Wood, God bless the activity of his mind, says let us have a national association of automobile tourists. There shall be no indolent paid officers to fritter away car dues on silk stockings for their wives. Every good resident along the touring roads shall be eligible to membership free of cost. All he has to do is to hang out an American flag with a blue ribbon on it and this is the emblem of the tourist's ests.

Any passing tourist who knows how to behave at a decent country home table shall be entitled to stop under the blue ribbon flag and dine at one dollar per head—half-dressed tourists, half price.

How it would bring to time the robber road houses, which have seven prices for a poor meal, according to the external appearance of the traveler, and to the courtesy of the world, would be hanging out the blue ribbon flag. The legitimate hotels, of course, would be eligible to join the association by hanging out the blue ribbon flag.

Many tourists have stopped at farm-houses in an emergency and asked to be served. They know how reluctant the hospitable host is to fix the charge. Under the blue ribbon flag the price would be fixed at one dollar per head, quite reasonable.

NEW THINGS FOR OLD MOTORISTS

Novelties Which Are Just Coming in the Market Here and There.

The Stonebridge Sales Company, 19 Wall Street, New York, makes a spark plug which can be cleaned without removing the plug from the cylinder. The central electrode moves up and down. By pushing it down the spark plug it around a few times, the makers claim, all carbon can be dislodged.

G. V. Ballard, 251 East Third Street, New York, has patented a sectional inner tube, known as the "Auto-Pneumatic Inner Tube." Around the outer circumference of the wheel rim is a ring with a valve connection to each section of the tube. All sections are inflated through a central valve. When the tire is fully inflated a controller stem closes each of the individual valves so that one section may become flat without affecting the others. It is claimed that when one section is deflated the adjoining sections expand sufficiently to hold up the shoe at that point.

A Platinum Point Cleaner, designed to do away with the use of files or emery cloth, is offered by the Hindsdale Auto Company, Hindsdale, Ill. It cleans the points of the valves of all cars on the point without injuring or wasting any platinum.

E. S. Semler, of Denmark, has invented a "Cris-Cris" or "Cris-Cris," a sort of detector of silent punctures. Mr. Semler claims that the slightest pinhole puncture is immediately announced by his device.

A number of inventors seem to be working along the basic idea that motorists hate water. Several cleaning pastes and lotions have been brought out for removing dirt and grease from the hands or face without the use of water. The D'Arcy Chemical Company, 254 North Fourth Street, Philadelphia, has just introduced the Crown Cleaner Paste, which is one of several of these preparations.

A new engine driven tire pump, called the "J-M," is announced by the W. H. Johns-Manville Company, of New York. There is a pressure relief valve which blows off when the correct pressure in the tire is reached. This pump is ready for Overlands, Ford, Buicks and Reos.

The Hartman Electrical Company, Mansfield, Ohio, is offering an automatic lighting switch. It is opened and closed by a lever instead of a button. It is a pressure relief valve which immediately opened automatically. The same company has also developed a new current indicator which can be read from the driver's seat.

H. B. Colson, 3225 Dickens Avenue, Chicago, announces a "handy" grease gun loader. This device resembles a coffee grinder, which hangs on a wall. You place the empty grease gun in it, or holder and grind the loader until the gun is full. The inventor says a gun of any calibre can be loaded in a jiffy without soiling the hands.

Oxygas is a new compound, described as a dry, non-poisonous powder for removing carbon. The Oxygen Generator Company, 30 River Street, Troy, N. Y., offers a ground carbon outfit in which to use this powder. The operation is said to be very simple and effective.

The Stanley Works, New Britain, Conn., are "backed in a box" the Stanley Garage Door Sets, consisting of three pairs of 10-inch T hinges, a 6-inch chain bolt, a 6-inch foot bolt, with floor plate, thumb latch and handle and all necessary screws, staples, etc.

Jack Kirk wires me Bob Burman won the \$5,000 Oklahoma Sweepstakes of 200 miles, in 2 hours and 55 minutes, on Nassau tires, with one change when he picked up a nail. Don't say whether or not the nail was worth picking up. Also forgot to say if Burman used an automobile.

Old King Cole Party.

Messrs. Colt & Stratton, assisted by Messrs. Bishop, McCormick & Bishop, of Brooklyn, gave a Cole Eight Demonstration Party at Centerport, L. I., to Long Island Dealers. They climbed Centerport Hill "on high," then "fifty sat down to luncheon at Ward's Rest," after which 25 refused to get up. W. L. Colt finally cleared the room by reciting a detailed history of King Cole VIII.

Senator Morgan, Field Marshal of the Ford Co., is still ahead of the game in Newark. He is off on his Newark Room Celebration for 1916, which is to be a sort of Historic, Motoric Bacchanalia.

Chance for Publicity Men Yet. Chandler publicity man says "New Orleans man drove his car 10,000 miles without using the low gear." "New Orleans is in a flat country," 'tis true. Maybe he keeps a Kelly Pool Parlor and tours on one of the tables, but be this as it may, there is a chance yet for Billy Sunday to save some of these Automobile Publicity Men. Could give him a Fat List of those who are due to Hit The Trail.

Further Reports: "The Chandler plant transmits more business over the telephone than any organization in Cleveland." Why not include the Telephone? It's cheaper than Gasoline.

Brought Ginger with Him. C. G. Sinsabough, of Chicago, who has undertaken an editorial overhauling of "Motor," is already trying to wake up the sleeping Eastern Automobile clubs. At a recent dinner attended by several drowsy Eastern automobile organization officials "Sin" shot an awakening torpedo across the bow of the festive board by proposing a big inter-State club team meet at Washington for one of the rusty A. A. U. cups, which has been in dead storage for several years.

Forthwith the listless bunch hove to and actually agreed to get busy and do something. The plan is to have city and town automobile clubs send crack teams to Washington in October, the finest month in the year to see Uncle Sam's Red Tape Factory.

These teams will compete in day and two-day driving contests on the roads around the National Capital. President Wilson will be rung in on the distribution of the prizes. In the evening the visiting motor sports will be instructed to generally disturb the Federal Municipality. Even if the project winds up with a flat-tire we should take off hats to "Sin" for trying.

Historic Signs.

See the following mysterious Historic Signs on auto show rooms. "The King Ate Here," "Cole Ate Here," "Father Cadillac Ate Here," "The Abbott Ate Here," "A Detroit Ate Here," "A Regal Ate Here," "Remington Ate Here," etc. But Dog-on-it we can't find out where Hank Ford ate.

HOTELS FOR TOURISTS REPORT OPENINGS

Note—Proprietors of hotels on touring roads are requested to notify The Tribune of their opening dates and give information of the condition of the roads leading to their houses.

Many hotels which are on direct and attractive automobile touring routes have announced opening dates. Some will open earlier than usual, to be ready for what promises to be a most active season.

Following is a list of hotels popular with tourists:

Asbury Park, N. J.—Columbia, June 15; Lafayette, May 27; Wellington, some time in June.

Gasoline Gossip

By Hank Caldwell

New Deputy of Traffic.

New York City is to soon have a Fifth Deputy Police Commissioner of Traffic. He will be appointed by the Mayor and there is one wild scramble going on for the job. The Mayor, of course, wants a heavyweight man. Some think he favors a close political friend.

Every little Tom, Dick and Harry in the automobile business and a number of well-known men in the local motor trade are candidates. If The Tribune was a purely comic paper the mere mention of the names of a few in the chauffeur class would make a joyous Sunday's reading.

The man who is selected must be able to handle the ever increasing traffic problems of old Gotham. He must be a czar of the crossing and sand bag all offending motorists.

Good luck to him, and may he, in the first week, send all who still think the streets are motor speedways to Sing Sing. The first day he opens shop we will be there with the names of about ten thousand harum-scarum drivers who we think should be railroaded up the big river.

The Postoffice Department has decided to use only trucks with internal gear type drive. Also hope the government will get some fellows to drive who have some internal regard for pedestrians and Panoramians.

Jack Kirk wires me Bob Burman won the \$5,000 Oklahoma Sweepstakes of 200 miles, in 2 hours and 55 minutes, on Nassau tires, with one change when he picked up a nail. Don't say whether or not the nail was worth picking up. Also forgot to say if Burman used an automobile.

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Atlantic City, N. J.—Traymore, June 1; Shoreham, March 1; Sea View, May 15.

Bayville, Oyster Bay, Long Island, N. Y.—Arlington, May 15.

Boonton, N. J.—Pudding Stone Inn, all year.

Bretton Woods, N. H.—Mount Washington, July 8; Mount Pleasant, June 16; Bretton Manor, May 8; Briarcliff Lodge House, May 8; Briarcliff Hotel, May 8.

Bronxville, N. Y.—The Gramatan, all year.

MT. DESERT OPEN TO AUTOMOBILES

Citizens Give Up Their Long Fight Against Motor Tourists.

All of Mount Desert Island has been opened to automobiles. This includes Bar Harbor, which was opened two years ago; Mount Desert, which extends across the island, and which has persistently fought the invasion of the car. Eden, a well-known resort, Southwest Harbor and Tremont. The latter two places have been open for some time.

At the last session of the Maine Legislature Mount Desert town has thrown open, but by was thought the citizens would invoke the referendum to stave off the act of the Legislature. At a recent town meeting the town fathers decided to give up the fight and let cars cross the island. The attitude of the individual property owners is going to be toward motorists remains to be seen during the summer.

Those who wish to drive there will find the best roads from Portland up coast to Brunswick, thence to Bath, Wabeno and Rockland; from there the road continues to follow the coast to Belfast. Before reaching the coast the tourist can cross the Penobscot by ferry and go direct to Mt. Desert. There is, however, a pretty ride of about forty miles up the river to Bangor, from where there is a fairly good road to Mt. Desert.

Francis M. Hugo, Secretary of New York State, in a recent publicity document, has much to say about a rearrangement of automobile taxes. He does not advocate any definite plan, but his idea seems to be that it is time to again plough up the old question of taxation. He says the farmer should pay more for using steel tired, horse drawn vehicles on the public highway.

Fortunately for the users of pleasure cars the Secretary of State finds no fault with the amount this citizen is paying. But he suggests a rearrangement of the basis of pleasure car taxation, and says the state cannot long continue to tax pleasure cars in proportion to their horsepower.

Motor trucks, he says, destroy the roads. Every truck maker and user will admit this, and even go further by adding that the state has not kept up in the matter of road construction with the progress of motor transportation by heavy vehicles.

If the state should decide to build public roads out of clay, it would be something equally fragile, it would be rather difficult to convince the commercial vehicle user or any sane citizen and taxpayer that the heavy vehicles should be taxed in keeping with the idiosyncrasy of the state.

If the state in constructing its roads would temporarily, at least, forget the pleasure car and build roads which could support the heavier business vehicles, the roadways would automatically be protected against destruction by steel-tired wagons and rubber-tired pleasure cars.

A road which would hold up under the morn motor truck is vastly more important to the people at large than any rearrangement of vehicle taxation. The necessity for taxation comes more from the cost of maintenance than from the original cost of highways. It would cost very little to keep roads in repair if they were properly built. Excessive taxes would never provide for the support of the roads as they are now built.

A rearrangement of tax schedules means nothing but an increase in rates. A tax is nothing but a tax, whether it be on fake horsepower or weight. The majority of motorists would be willing to pay a higher tax if the money was applied to maintaining the roads which had been well built. The same majority—which is quite large, by the way—will probably register a vigorous protest against even a readjustment of license fees, which go in large part to waste.

Report comes from the Mitchell exhibit, Transportation Building, Panama-Pacific Exposition, that the automobile show at the big fair is the most complete and interesting exhibition of cars ever assembled. It is larger, they say, than all the national automobile shows put together. The Mitchell and several other standard car exhibitors are doing both agency and retail business.

The Spartan Safety Club is the latest motoring organization. Many motorists have already received complimentary membership cards, signed "Billy Sparto." Although his name does not appear, it is assumed W. R. Chandler, Eastern representative of Sparto horns, is back of the organization.

Lee Anderson, formerly Chalmers factory advertising manager, has been appointed sales manager of the Hupmobile factory, succeeding Frederick A. Harris, resigned.

55 MILES

On a Gallon of Gasoline in a FRANKLIN "SIX"

On May first 137 FRANKLIN dealers in different parts of the country attached a separate tank, containing exactly one gallon of gasoline, started the car, and ran it until the gasoline gave out.

The highest mileage, 55, was obtained in New Haven, Conn. The lowest, 18.3, in Old City, Pa. In New York the mileage was 35.2 on a single gallon.

National Average

—this remarkable record of 32.1 miles on one gallon—was obtained under average conditions—some places cold, others warm—some fair weather, others wet weather—some places calm, others windy.

See the car that makes efficiency a surety—The FRANKLIN "SIX." Take a ride in it.

Franklin Motor Car Co.

Glenn A. Tisdale, President, 1848 Broadway, at 61st St., N. Y. Telephone 7556 Columbus.

MOTOR TAXATION WITHOUT BENEFIT CANNOT ENDURE

No Sense of Rearranging Present Schedule if Waste Goes On.

BETTER APPLY MONEY TO ROAD REPAIRING

Automobilists Willing to Pay Higher Taxes if They Went to Maintenance.

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